

INTIMATIONS

BROWN, JONES & CO.

DRAGERS IN AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CEMETERY MEMORIALS.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL, '9704

IN THE PRESS.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, CORREA, INDIA, CHINA, SINGAPORE, HONGKONG, AND THE STRAITS SETTLEMENTS.

WITH WHICH ARE INCORPORATED THE CHINA DIRECTORY AND THE HONGKONG DIRECTORY.

1898.

THE THIRTIETH ANNUAL ISSUE, which will be found as full and complete as its predecessors.
Royal Ontario. Complete with Maps and Plans pp. 1,290, 87. Directory only, pp. 872, 83.50.

foreign dominions populated by a native race, he cannot reasonably expect to find English the common language of the people. In India and the Straits Settlements the European population find it convenient to learn the native languages in order to be able to communicate with their servants and tradesmen, and were the Chinese language less difficult to learn the same course would be followed in Hongkong; but as Chinese is not a language that can be "picked up" and as few can afford the time and large expenditure of effort requisite for its systematic study, we have to get on as best we can with the aid of "pigeon" English or the aid of interpreters. The wonder is, having regard to the character of the population, that English will carry a person through so well as it does. Every Englishman of course hopes for the time when English will be the universal language, and it is the duty of a colony situated as Hongkong is, on the borders of an empire with a population numbering over three hundred millions, to do its best to bring about that desired consummation; but at the same time it is as well to recognise the supplanting of the native language of the Chinese people by the English language cannot be effected by the waving of a fairy wand, even in this small colony, nor yet by many years of patient labour on the part of our various educational agencies.

HONGKONG DISPENSARY

FAVOURITE TOILET ARTICLES.

There were 4,081 visitors to the City Hall Museum last week, of whom 221 were Europeans.

The Portuguese gunboat *Liberal*, which is en route to Macao to relieve the *Beagle*, arrived at Colombo on the 13th inst.

The N. Y. K. steamer *Kyushu Maru* (American Line) left Shinjoh for this port on the 16th inst., and is expected to arrive here on the 21st inst.

The meeting of the Labak-Phing Co., in liquidation, which was to have been held yesterday, was postponed to Monday, the 22nd inst., for want of a quorum.

Yesterday morning the King's Own (Lancaster) Regiment and the Hongkong Regiment took part in a brigade drill at the Happy Valley. Major General Black was in command.

A joint-stock newspaper Company, with a capital of 100,000 roubles, has been started in Khabarovsk to publish a local paper in the Russian and Chinese languages—*Hogo News*.

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We regret to learn, says the *Japan Advertiser*, of the death from typhoid fever of Mr. Harries, of the Hongkong and Shanghai Bank, which took place on Saturday night, 1st January, at the General Hospital. The deceased gentleman had only been ill a few days.

It is reported amongst the Chinese at Macao that Kung-meng, one of the calling stations on the West River between Macao and Shanghai, is to be used as an open port for the export of opium, which is a very serious matter, as it does not know what foundation there is for it.

By our agreement with the Hongkong and Kowloon Wharf and Godown Company, giving us a fixed rental for our premises and doing away with all other charges, our port, Messrs. Palmer and Turner, could therefore carry, as a result of their customary anxiety to carry on business, the following cargo:

Shortly after two o'clock on Monday morning, 3rd January, a fire broke out in Higashi Kowloon, at Shingai, Tolo. A strong northerly wind was blowing, and the fire spread very rapidly, resulting in almost six hundred houses being destroyed in the Shingai and Kanda districts.

Yesterday afternoon Colonel Eklund, R.E., gave a highly interesting lecture to the Old Voluntary Society at the City Hall, the subject being "The History of the Chinese in Hongkong," which included a number of slides. The lecture described the progress made in the science of zoology, especially with reference to its application to military purposes.

The accountant of a second-hand clothes dealer's shop in Upper Lascar Road was yesterday fined \$10 for carrying on a pawnbroker's business without licence. The defendant had received clothing in pledge and had been paid interest on it. "Chief Inspector Hanson illustrated the seriousness of the offence by stating that a recent case of stolen property was not found in localised pawnshops, simply because it had been made of such shops as the defendant's."

Five men were taken before the Magistrate yesterday on a serious charge. It is alleged that they caught hold of a man, who, it is suspected, had stolen a bedcover, and suspended him from a beam of a house by tying a piece of rope round his neck. After the man left alive, the five men were taken to the police station, where they were kept in custody until the next day, when they were released.

The smoking concert given at the United Societies last evening was most enjoyable in every respect. There were very large attendance and throughout the evening the greatest enthusiasm was displayed. The new Club members in Queen's Road Central were very largely represented, and well lighted, commodious, and suitably decorated, as the membership roll is a pretty lengthy one. The Club is bound to give a conscientious success. The first concert, which was held at the Victoria Theatre, was a very successful one, and the second, which was held at the Victoria Theatre, was a very successful one.

Messrs. Wm. G. Hale & Co., in their circular dated Saigon, 24th January, say:—*Very much interest has been taken in the progress of the periodical under review; they were not of long duration, but of considerable weight, and must have caused a very serious amount of damage, the extent of which will only become known later. There has been a strong demand for Japan, February/March delivery, which has motivated, for the moment, at least up to the present, the sale of 600,000 pieces for the Japanese market, and 45,000 tons for Europe, spring shipment. We quote for February/March delivery—No. 1 white steam milled (round) \$3.28, No. 2 white steam milled (round) \$3.20, 10 per cent. extra \$2.22, 20 per cent. extra \$2.16, first cost per piece of 134 lbs. gross weight, without duty or any other charges—Tanzania. The Singapore rice market having collapsed, some of the steamers chartered for that destination, at 16 cents, have been directed to Hongkong at the same rate, although demand from the latter quarter is next to nil. To Japan, rates are nominal at 94 cents, but we hear of cheaper rates being paid for Japanese boats. Quotations for Java can be called 21/22 cents without much demand for the present.*

THE DAILY PRESS.

HONGKONG, JANUARY 18th, 1898.

THAT hardly annual, the subject of teaching the Chinese to speak English, was again in evidence at the distribution of prizes at Queen's College Friday last, when Sir John CARRINGTON was the orator of the occasion. Far be it from us to depreciate the importance of teaching English to the Chinese, but when public men undertake to discuss the question in public it would be an advantage if they took the trouble to make themselves acquainted with the conditions of the problem. The Chief Justice says that when he came to the colony, about twenty months ago, he was very much struck with the general ignorance of the Chinese language, and he has since then given a number of instances of this ignorance. His Honour said, "Now this is a strange state of things, and we look to Queen's College to remedy this state of things." But there is reality in what he said at all stages about it. We have in Hongkong but a very small indigenous population, the great bulk of the inhabitants being persons born in China who have never had the opportunity of learning English even if they had the inclination. Of the 201,528 of Chinese land population enumerated at the census taken last year only 9,932 returned themselves as having been born in Hongkong, and a still smaller number, namely, 1,522, acknowledged the colony as their native place. Taking an outside estimate, therefore, hardly more than five per cent. of the population can have come under the influence of our local educational agencies. Small wonder, then, that the bulk of the population are unable to speak English. If Queen's College were required to remedy this state of things it would have to establish branch schools in all the towns and villages of the province of Kwangtung, from which the population is chiefly drawn. But even if the alien character of the population were less pronounced than it is we still fail to see that there would be cause for surprise in the fact that the majority can speak only their own language. When a person goes to one of Her Majesty's

LATEST TELEGRAMS.

THE FAR EASTERN QUESTION.

PARIS, 7th January.

It is incorrect that an Anglo-Japanese alliance has been formed. Japan desires to maintain equally friendly relations with all the Powers.

The French press approves of the Kiaochow arrangement, which removes to a remote distance the time of the dismemberment of China.

The *Norddeutscher* declares that the Germans are not penetrating China as competitors.

A CAFE DWELLER IN HONGKONG.

LIVING ON LEAVES AND WATER.

A curious specimen of fallen humanity was literally a Hongkong police constable. This fragment of society was found in a cave which he had himself dug out in a hillside, and he had been living there for some time.

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JAPAN AS A FIELD FOR FOREIGN INVESTMENT.

IN CONNECTION WITH THE PRESENT OUTLOOK FOR THE INTRODUCTION OF FOREIGN CAPITAL TO DEVELOP THE RESOURCES OF JAPAN, IT MAY BE WELL TO POINT OUT THAT THE JAPANESE BUSINESS MAN HAS NOT YET BEEN ABLE TO SECURE THE NECESSARY CAPITAL FOR THE PURPOSE.

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THE SUGAR BOUNTIES QUESTION.

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VESSELS ON THE BERTH.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA				FOR PORTLAND, OREGON,			
IN CONNECTION WITH				IN CONNECTION WITH			
NORTHERN PACIFIC RAILWAY CO.				OREGON RAILROAD AND NAVIGATION CO.			
Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,250	A. Dixon	Feb.	PRULCAN	2,250	A. Goss	Feb.
VICTORIA	2,100	J. Trubridge	Feb. 22	COLLIER	2,250	Porter	March
OLYMPIA	2,200	D. Dobson	March 1	HEALING	2,250	W. H. Webb	March
COLUMBIA	2,200	A. G. Goss	April 5				

THE attention of passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INDIAN and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 24th.

Excellent accommodation. First class Table, Dishes and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES via HONGKONG TO NEW YORK, 21st.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 23rd.

The best route to the Klamath and Rogue Rivers. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DEER and ST. MICHAEL.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via this port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DISTINCTIONS	SAILING DATES
TOKA MARU	Kobe & Yokohama	Wednesday, 16th Jan. at Daylight.
Hiroshima Maru	Kobe & Yokohama	Friday, 21st January, at Noon.
Sagami Maru	Shanghai, Japan, Shimoda, Kobe & Yokohama	Friday, 21st January, at 4 p.m.
Oki Maru	Nagasaki, Kobe & Yokohama	Monday, 24th January, at Noon.
Yamaguchi Maru	Singapore, Colombo & Bombay	Tuesday, 25th January, at Noon.
Kaishima Maru	Seattle, Wash., U.S.A., via Kobe & Yokohama	Thursday, 27th January, at 4 p.m.
Yamashiro Maru	Thursday Island, Townsville, Sydney, Melbourne, Adelaide, Cape Town, London, New York	Friday, 28th January, at 4 p.m.
Isada Maru	Aden, Suez, Port Said, Alexandria, Genoa, Naples, Rome, Genoa, Suez, Port Said, Aden	Thursday, 31st February, at 4 p.m.

Through Passengers Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON	JAVA	Challenger, R.N.R.	About 21st January. Freight or Passage.
SHANGHAI	SHANGHAI	Shanghai, R.N.R.	About 21st January. Freight or Passage.
LONDON & C.	VERONA	C.H.S. Tugboat, R.N.R.	27th January. See Special Advertisement.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BONOMO	C.A. Lyon, R.N.R.	About 27th January. Freight or Passage.
NAGASAKI, KOBE & YOKOHAMA	ROSETE	F.N. Willard, R.N.R.	28th January. Freight or Passage.
LONDON	CHYRON	R.E. Pearce	About 5th February. Freight or Passage.

For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 14th January, 1893.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

EMPRESS OF CHINA—Comdr. E. Pybus, R.N.R. WEDNESDAY, 19th Jan. 1893.

EMPRESS OF INDIA—Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 16th Feb. 1893.

EMPRESS OF JAPAN—Comdr. G. A. Lee, R.N.R. WEDNESDAY, 16th Mar. 1893.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are direct, and of course, Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for service at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Praya Central.

Hongkong, 30th December, 1892.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND LIVERPOOL VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Company's Steamship

"KAISOW".

Captain E. Watford will be despatched as above TO-DAY, the 14th inst., at Noon.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 14th January, 1893.

FOR SINGAPORE, HAVRE, AND HAMBURG.

(Calling at NANTES for landing Passengers & if sufficient inducement offers.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, and BREMEN.)

THE Company's Steamship

"KRIEMHILD".

Captain F. Bismarck will be despatched for the above port TO-MORROW, the 15th inst., at 5 p.m.

This Steamer has superior accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 14th January, 1893.

VESSELS ADVERTISED AS LOADING.

DESTINATION.	VESSEL'S NAME.	TO SAIL.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON	OSCEOLA	15th inst.	Harvey	Bulwerfield & Sons	To-morrow.
LONDON	JAVA	16th inst.	Challenger, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	BONOMO	16th inst.	C.A. Lyon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	ROSETE	16th inst.	F.N. Willard, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	BONOMO	16th inst.	C.A. Lyon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	ROSETE	16th inst.	F.N. Willard, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	BONOMO	16th inst.	C.A. Lyon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	ROSETE	16th inst.	F.N. Willard, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	BONOMO	16th inst.	C.A. Lyon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	ROSETE	16th inst.	F.N. Willard, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	BONOMO	16th inst.	C.A. Lyon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	ROSETE	16th inst.	F.N. Willard, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	ROSETE	16th inst.	F.N. Willard, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	VERONA	16th inst.	C.H.S. Tugboat, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
LONDON	SHANGHAI	16th inst.	Shanghai, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	ROSETE	16th inst.	F.N. Willard, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
LONDON	CHYRON	16th inst.	R.E. Pearce	P. & O. S. N. Co.	On or about 21st inst.
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LONDON	BONOMO	16th inst.	C.A. Lyon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.